## TWIN SKYSCRAPERS.

### Each Twenty-one Stories High, Fronting on Broadway.

When the first skyscraper was born in this city men gazed in open eyed wonder, and as one after another was added to the family the wonder increased. If there be still a superlative degree of amazement that these wonders have not called forth, now is the time to display it, for this time "it is twins." If the birth of a skyscraper be a matter of much importance, what may be said of the birth of skyscraper twins? To be sure, one of the twins, the original Trinity Building, at No. 111 Broadway, will be a few months older than its mate, but the architects say that is a purely immaterial point and that the Trinity twins will be the finest in town when they are fairly launched into their joint career of public utility.

To accommodate the twins, Thames-st., which is one of the shortest streets in the city, and runs only from Broadway to Greenwich-st., will be moved bodily to the north about its own width. This will place the street in what is now the site of the Boreel Building, and a twenty-seven-foot addition, running the entire depth and height of the present Trinity Building, will be built where the street now is. The other structure is to be erected on the remaining portion of the Boreel Building site, between Thames and Cedar sts. This arrangement will give the twins an equal frontage in Broadway between Trinity churchyard and Cedar-st. They will each be twenty-one stories high, the height of the present Trinity Building, and they will be exact duplicates of each other in floor arrangement, elevator equipment and all other details of construction, save that the addition to the present building will be surmounted on its Broadway front by a low ornamental tower and dome. Plans for the new building and the addition to the present one have been drawn by Francis H. Kimball, the architect who designed the present Trinity Building.

The old Boreel Building has been vacated by its tenants and will be taken down. Though this building possesses in itself no historical associations, the site it occupies is one more or less closely identified with the early history of New-York. It was there that Etienne De Lancey built, about 1700, the mansion later owned and occupied by his son, James De Lancey, Lieutenant Governor of the colony for many years. In 1754 Edward Willet opened a tavern there, under the name of the Province Arms. Two notable public dinners at the beginning of its use as a tavern marked the beginning of its historic career. The first was given in 1755 to Sir Charles Hardy upon his arrival to succeed Governor Sir Danvers Osborn, who had died, it is supposed by his own hand, the year before. In 1756 a great public function was held in the old tavern on the occasion of the laying of the cornerstone of King's College, the predecessor of Columbia University.

In 1763 George Burns took possession of the tavern, and it became famous as Burns's coffee house. Here was drawn the lottery in 1763 for the purpose of raising money to complete the Sandy Hook lighthouse, and on October 31, 1765, the famous non-importation agreement, in opposition to the Stamp act, was signed there by the merchants of New-York.

In later years the tavern was variously known as the Province Arms, Burns's Tavern and the City Arms. It was a favorite meeting place for organizations like the St. Andrew's Society, and the governors of King's College found it a convenient place for their educational deliberations. Musical entertainments and sacred oratorios of note were given there.

In 1777, when the city was in the possession of the British, Captain Tollemache, of the ship Zebra, and Captain Pennington, of the Coldstream Guards, a passenger on the same ship, which had just arrived, fought a duel in the tavern. They had quarrelled over some verses by Pennington which Captain Tollemache thought reflected on his wife. A few days after the duel Tollemache was buried in Trinity churchyard.

In 1792 the Province Arms property passed out of the De Lancey ownership, when Peter De Lancey sold it to the Tontine Association. The old mansion was torn down and the City Hotel was erected on the site. The Boreel Building, that is now in turn to give way to the march of improvement, was erected in 1878. A tablet placed by the Hollan l Society on the front of the building recording the chief items of interest in connection with the site, has been taken down and will probably find a place on one of the completed Trinity twins.

Almost simultaneously with the birth of the twin skyscrapers will probably come that long talked of, long looked for occurrence, the birth of the thirty story skyscraper. This will also find a place in lower Broadway. To erect this the Tower Building, the first skeleton steel structure ever erected, must be torn down. Bradford L. Gilbert, the man who astounded the architectural world and public generally by designing the plans for the present Tower Building, which though only twenty-one feet wide rises eleven stories in air above the street, is the architect in charge of the plans for the new Tower Building, and he promises something decidedly out of the ordinary.

"Though I cannot give details at this time," said Mr. Gilbert, "I can say that the new build-

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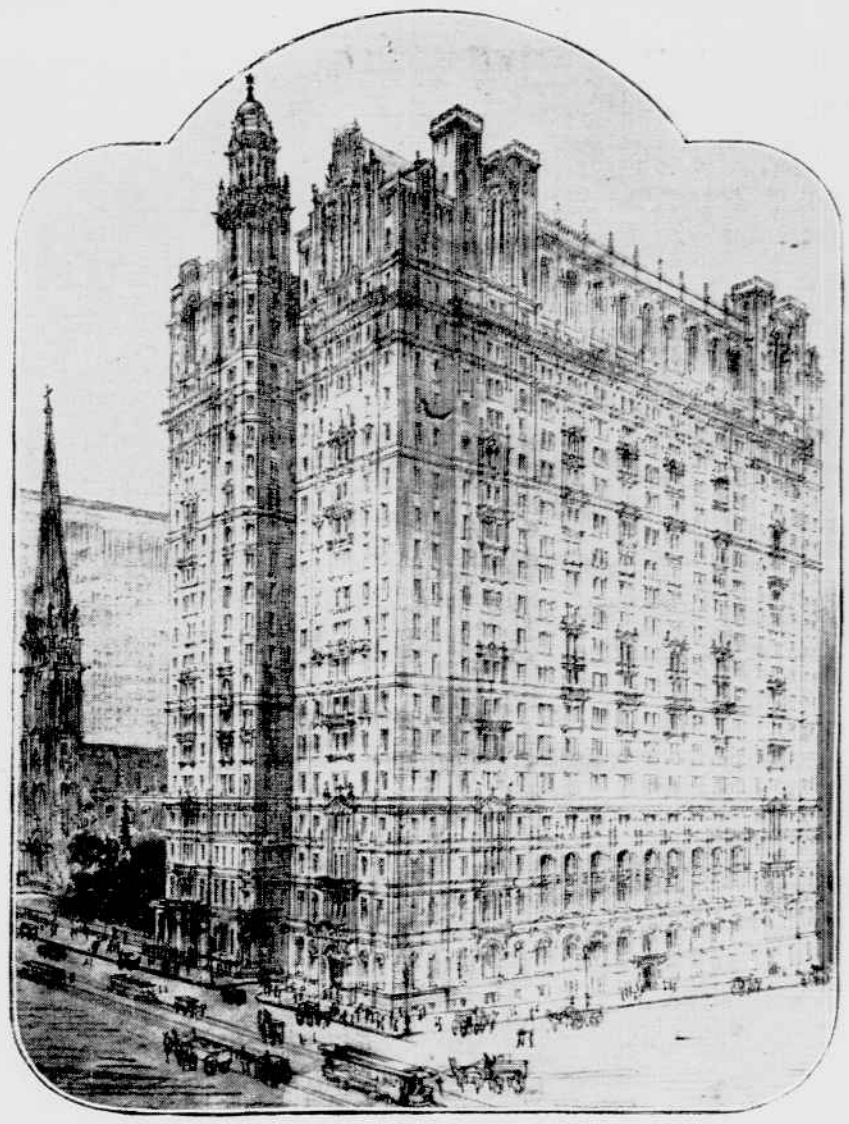
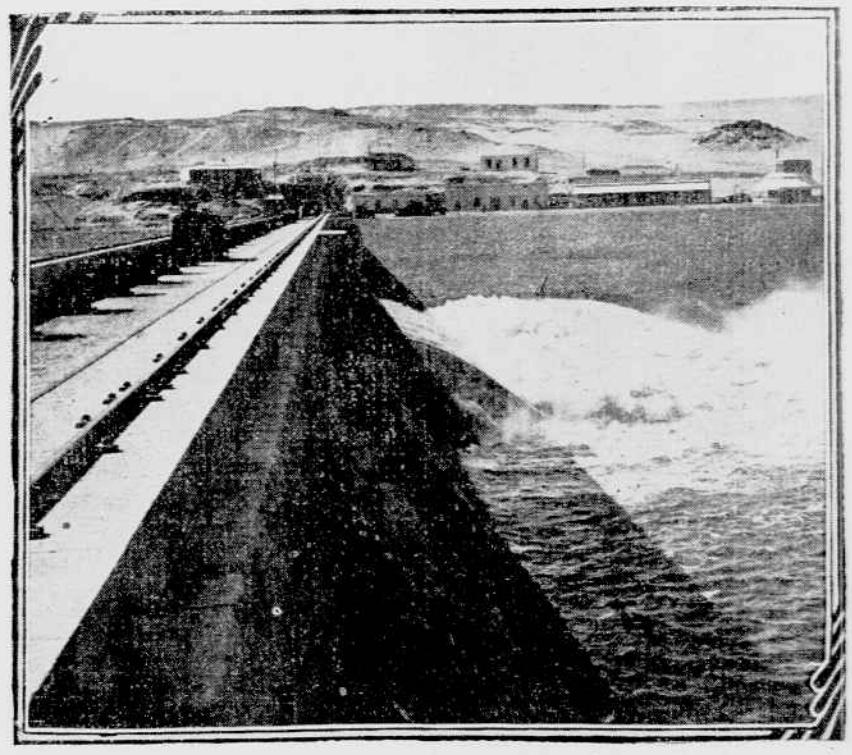


THE TRINITY TWIN SKYSCRAPERS THAT WILL STAND AT BROADWAY AND CEDAR-ST.
Francis H. Kimball, architect.



THE GREAT ASSOUAN DAM ACROSS THE NILE.
Said by some experts to be in danger of being undermined and tilting over.

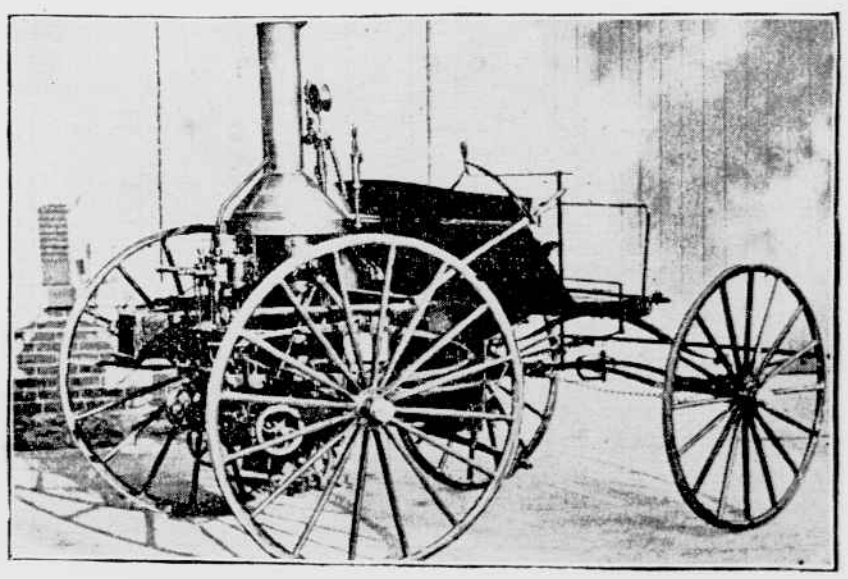
### AN OLDTIME HORSELESS CARRIAGE

Racine, Wis., June 10.—A picture of what is said to be America's first automobile has been discovered here in a collection of old photographs, and the horseless carriage of that early day was a strange looking machine. The automobile was built in 1870, and the designer was the Rev. J. W. Carhart, an early day Wisconsin preacher, who is still alive in Texas. A brother of the Rev. Mr. Carhart is now professor of physics at the University of Michigan.

This horseless carriage caused a panic on the streets when it first appeared, and was such an object of terror to horses that the State legislature was asked to pass a law barring such a contrivance from the roads.

The first time the preacher appeared in his machine the puffing "devil wagon" threw a shower of sparks sixteen feet into the air, and caused several runaways. A famous racehorse of that period, one of the stud from which Jay-Eye-See was later developed, in the stables of J. I. Case, was so frightened that it jumped upon a fence and was killed, while the driver was seriously injured.

The early automobile was a four wheeled machine, like a buckboard, with a vertical engine on the rear axle. The boiler was made at a Watertown (N. Y.) factory, out of specially prepared charcoal iron. The machine was later entered in competition for a $10,000 prize offered by the State for a successful horseless carriage, but another machine, built at Oshkosh, on a similar model, won the prize.



THIS IS SAID TO BE AMERICA'S FIRST AUTOMOBILE.

## DANGER TO ASSOUAN DAM

### Cannot Be Made Higher—Work to Prevent Toppling Over.

Some engineers in New-York who have watched with interest the enormous project of damming the mighty Nile at Assouan, Egypt, are receiving reports from time to time which convince them that the danger of the destruction of the dam is increasing rather than diminishing, as the British engineers would have the world believe. When it was discovered that the dam was not high enough to furnish the water necessary for irrigating the entire area which was to have been made fertile by it, the proposal was made that the dam be raised. This has been vetoed by the engineers, and they are now devoting their energies to protecting the bed of the river with a cement floor to prevent the water from eating under and toppling over the great pile of masonry which confines the river.

All prospect of raising the dam has been abandoned for at least two years, according to a statement made by Sir Benjamin Baker, the consulting engineer, who recently returned to London from an inspection of the dam. It will take this long to complete the pavement, which is being thrown across the river to protect the dam. Sir Benjamin declares that this delay will be good for Egypt, as it will stop speculating in land.

Perhaps no one in New-York is more familiar with Egyptian irrigation projects, including the Assouan dam, than F. Cope Whitehouse, who lives at the Park Avenue Hotel, when not in Newport. He has studied the Egyptian situation for the last ten years and has made discoveries by personal exploration that have attracted the attention of the British Department of Public Works.

"While there is no immediate danger of a break in the dam at Assouan, the situation is rapidly becoming more grave," said Mr. Whitehouse to a Tribune reporter a few days ago. "British engineering authorities are sending out comforting bulletins to the effect that nothing has occurred at Assouan which has not been expected. Yet the very facts that they are taking most expensive steps to protect the dam and have given up the project of raising it in order to increase the amount of storage and enable the dam to irrigate the district which the specifications promised are sufficient cause for alarm. One must consider that the breaking away of the dam would be an international calamity such as modern history does not record, and would cause the sweeping of everything in the Nile Valley to Cairo and the sea.

"The Nile rises about the first week in July, after the monsoon occurs in India and when the rain is falling over the whole of Central Africa. A dam could not be built which could hold back this flood, which amounts to one thousand million tons a day. At this period at Assouan the sluices in the dam are opened, and the water rushes through them at a rate of forty miles an hour. There are 140 of these sluices, 7 feet wide and 22 feet high, in the dam. They are at different levels, and by November, when the Nile has fallen sufficiently, some of the lower ones are shut off, and the water gradually rises behind the dam and backs off. The distance covered by the back water is 150 miles, or, say, the distance from New-York to Albany. Its greatest depth is 80 feet.

"About this time last year it became known in Egypt that the project of raising the dam 19 feet 6 inches, as approved by Sir Benjamin Baker, and recommended by Sir W. Garstin, adviser to the Public Works Ministry, could not be carried out. This, however, was not announced until March of this year. So far the public seems scarcely to realize the situation with which Egypt is now confronted. There is a vast acreage of land awaiting reclamation, which was purchased, on the strength of promises made by British engineers, at highly inflated prices.

"It appears that the dam is being gradually weakened by the force of the water passing through the sluices, and, according to the new theory of the stress to which masonry dams are subjected, advanced by Professor Karl Pearson, it is liable to tilt over and a vertical crack develop. Then, again, the bed of the Nile is being eroded by the sluices, great holes being torn by the force of the water. If this mischief be